



King County  
**METRO**

***Mobility Framework Equity Cabinet  
Meeting 3 – June 12, 2019***

# Introduction

- **Purpose:** Identify service gaps in how Metro serves specific communities
- By identifying gaps, we can:
  - Better serve:
    - Low and No-Income households
    - Black, Indigenous, and People of Color
    - Immigrants and refugees
    - Limited-English speaking populations
    - People with disabilities
  - Reduce Greenhouse Gas emissions
  - Reduce health impacts to the communities listed above

# Agenda

## Today's Discussion

- Demographic trends
- Current travel trends and greenhouse gas emissions
- Current transit service and access to opportunity
- Gather feedback from group

## Future Discussions

- Demographic forecasts
- Additional travel trends and forecasts
- Expanded transit evaluation and potential future scenarios
- Integration with metrics, outcomes, and best practices

## Key Takeaways from Today

- Populations such as low and no-income households and black, indigenous, and communities of color are getting displaced throughout the county
- Economic and cultural displacement and population growth is likely contributing to an increase in overall travel and greenhouse gas emissions
- These issues require rethinking how transit serves various communities and populations in order to address equity and sustainability objectives

# Demographic Trend Highlights

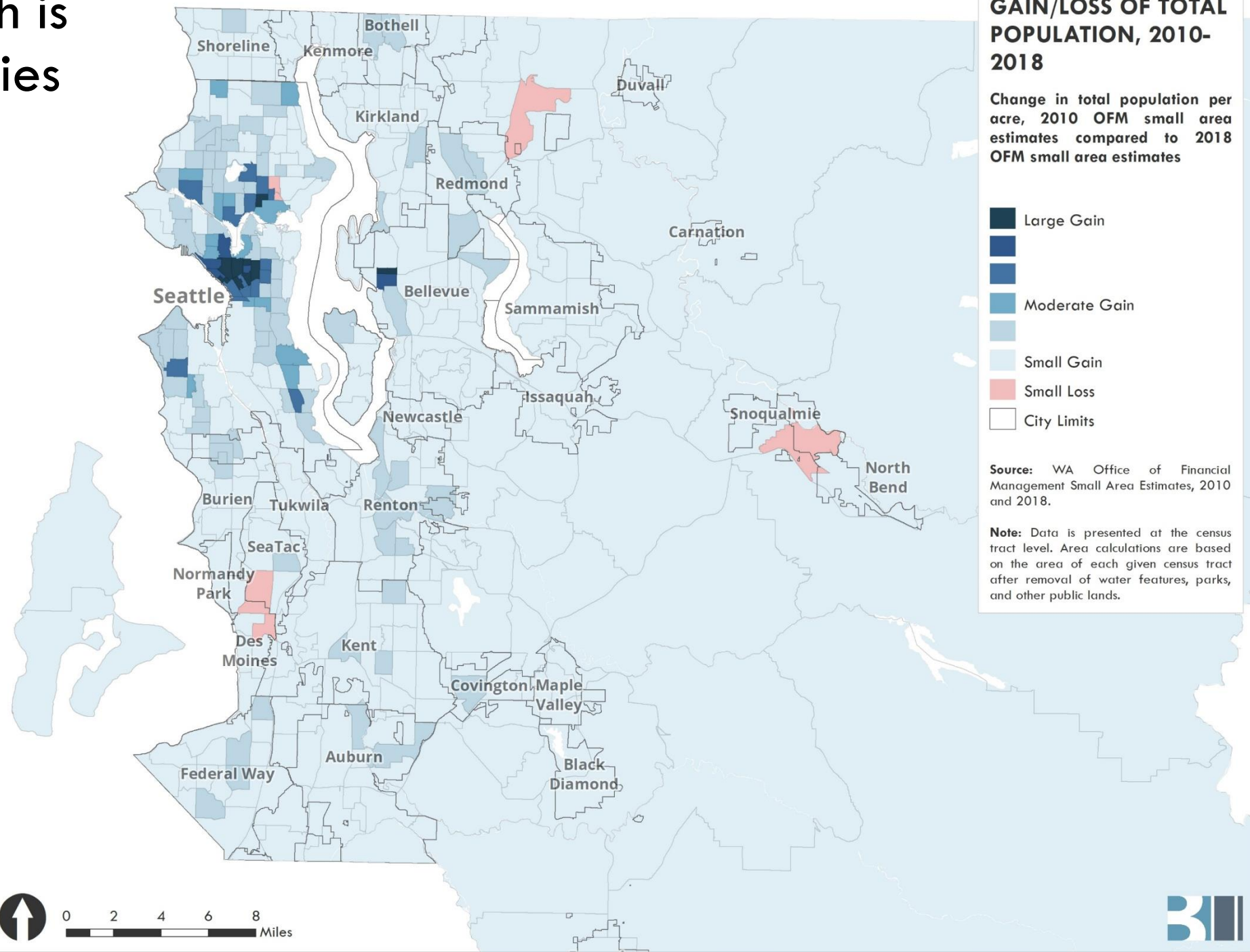
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- Our population is growing fast. A lot of the growth is happening in Seattle.
- Our population is getting more diverse. Nearly a quarter of our population is immigrants. Over one in ten residents have limited English proficiency.
- Rising housing costs and neighborhood change are contributing to displacement of vulnerable communities.



# Population Growth is Focused in Big Cities

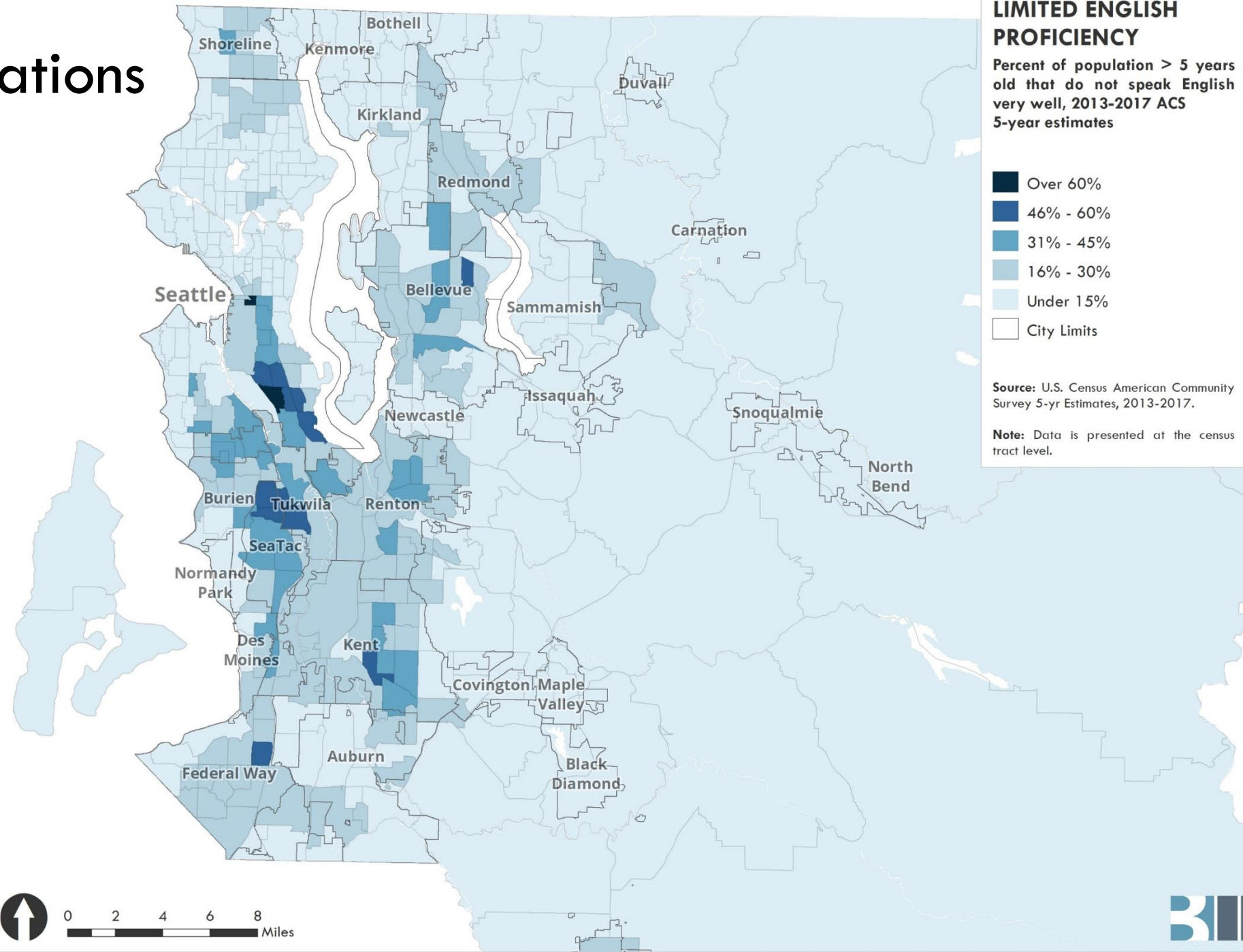
- King County gained nearly **260,000** new residents between 2010 and 2018
- Over half** of this growth was in Seattle and Downtown Bellevue in higher density centers and neighborhoods
- The remainder was dispersed in communities across the county



# Limited-English Speaking Populations

- **211,000** residents speak English less than very well
- **11%** of county population
  - No change from 2009 to 2017
- **26,500:** Increase in total number of limited-English speaking population from 2009 to 2017

Source: ACS 5-Year Estimates, 2005-2009 and 2013-2017



# Nearly One Quarter of Residents are Immigrants

- **464,000** King County residents were born outside of the U.S.

- **22%** of the population

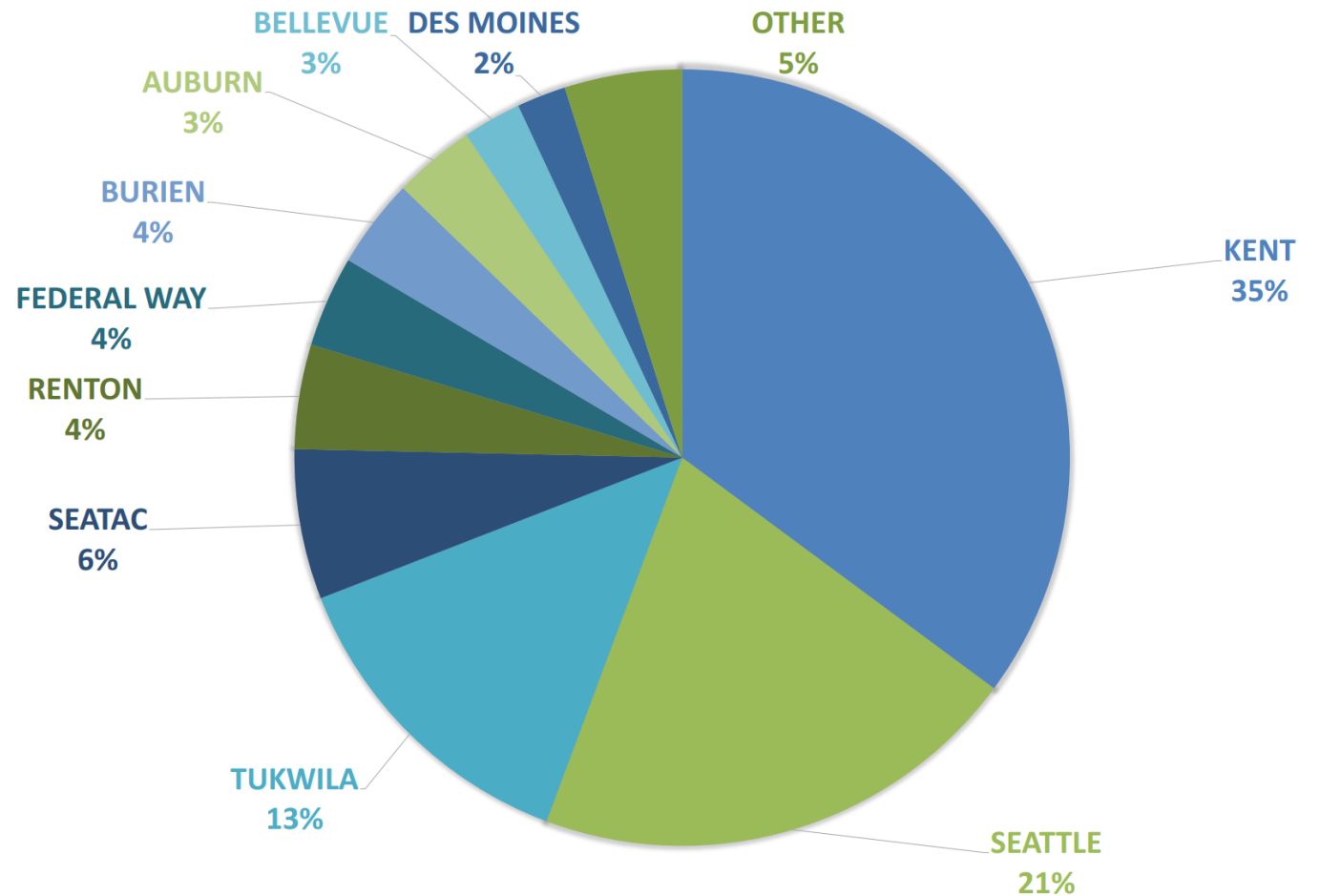
Source: ACS 5-Year Estimates, 2013-2017

- **23,921** refugees resettled in King County between 2006 and 2016

- Top countries of refugee origin:
  - Somalia
  - Iraq
  - Myanmar
  - Ethiopia
  - Afghanistan
  - Iran
  - Ukraine

Source: DSHS ACES Data Warehouse, retrieved April 2017

## Where in King County do refugees resettle?

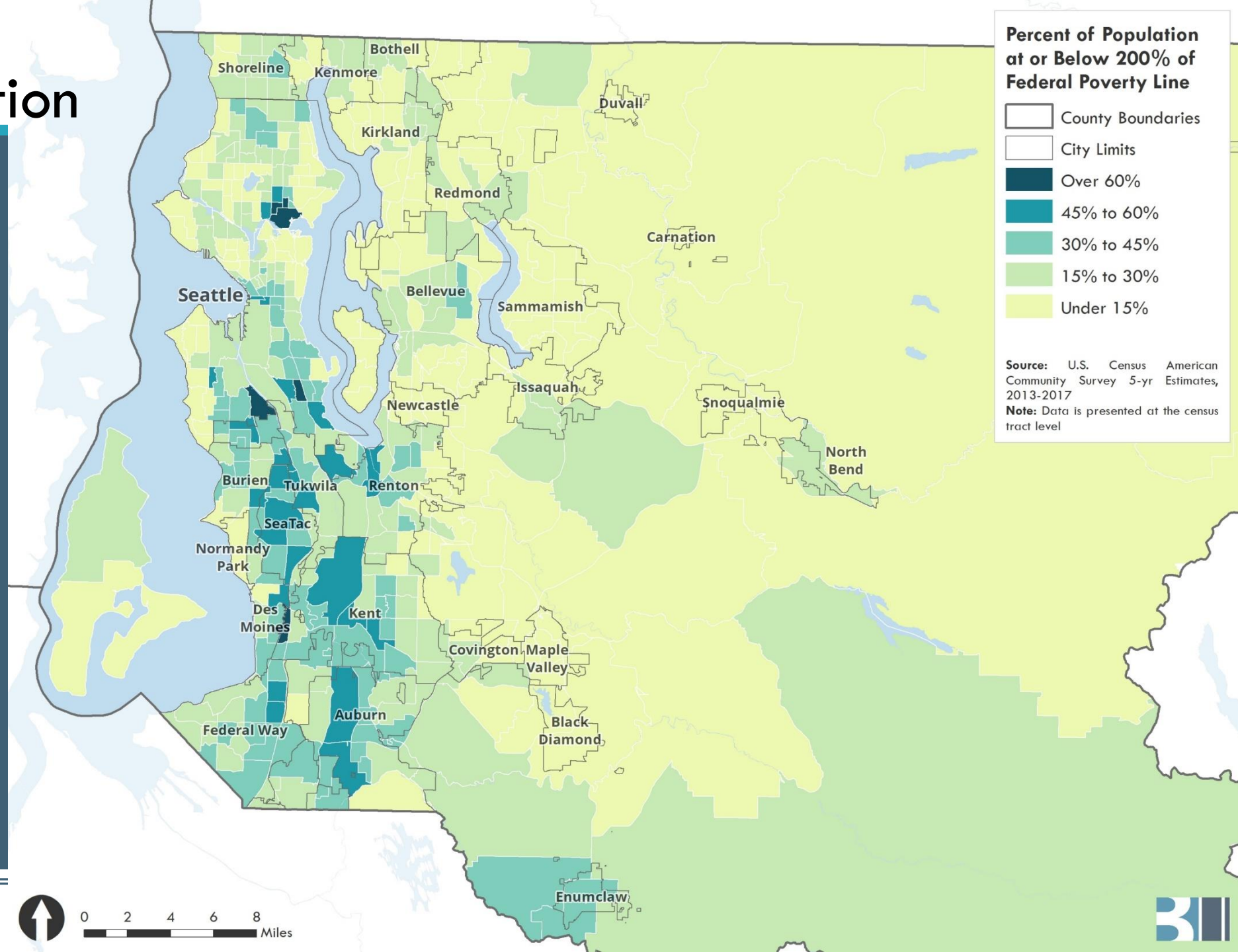


Source: DSHS ACES Data Warehouse, retrieved April 2017



# Low- and No-Income Population

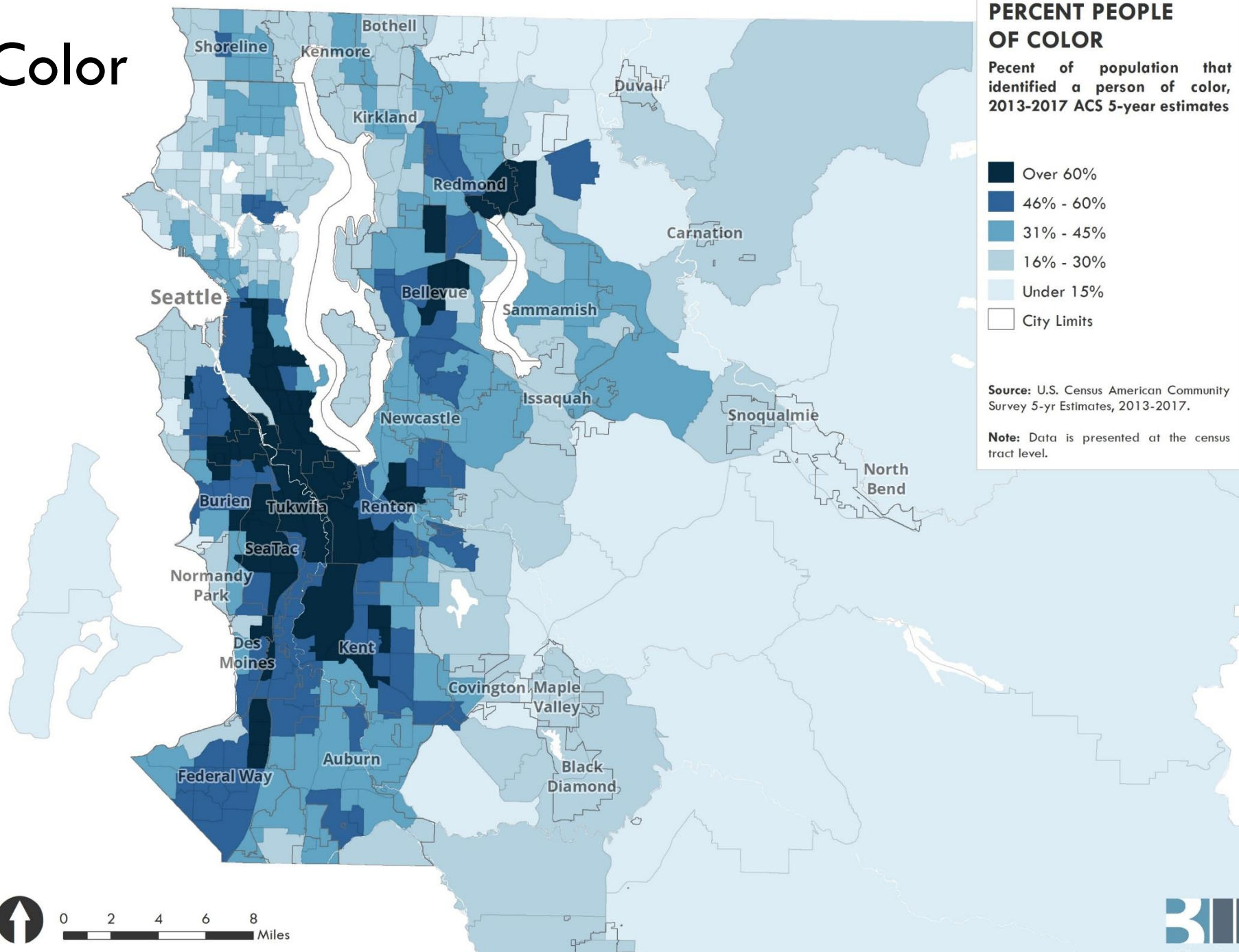
- **268,000** King County residents have incomes below the Federal Poverty Level (FPL)
  - \$25,100 for family of four
  - 13% of the county population
- **460,000** residents have incomes below 200% of FPL
  - \$50,200 for a family of four
  - 200% of FPL is the qualifying income for LIFT (Low Income Fare)
  - 22% of population



# Communities of Color

## Increasing Diversity

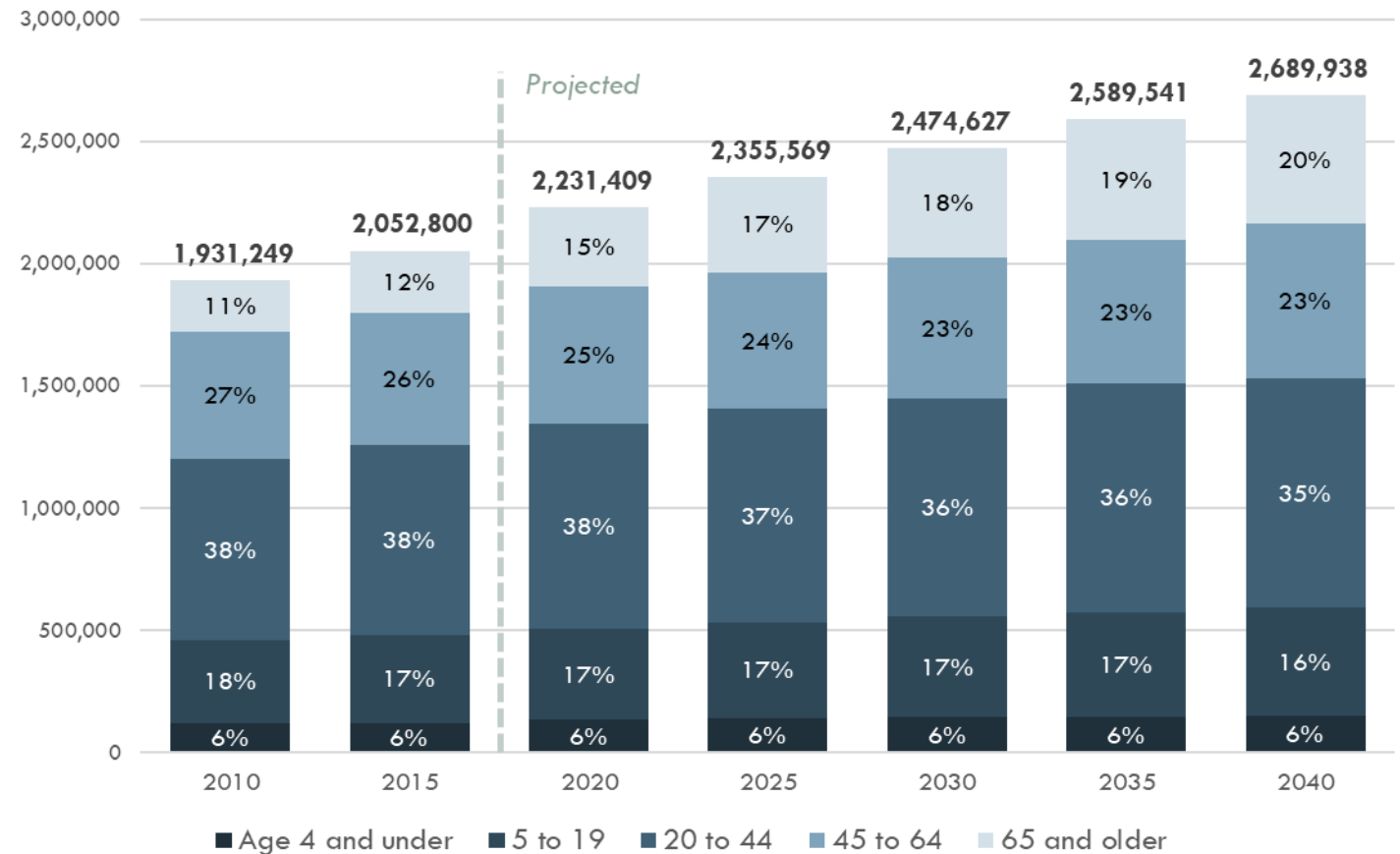
- **39%** of the population are people of color
  - Up from 34% in 2010
  - 817,425 residents total
- Gain of **183,073** between 2010-2017



# Disability and Aging

- **Over 200,000** residents have some kind of disability, or nearly **10%** of the population.
- Older adults (65+) are much more likely to have a disability.
- This population is projected to grow rapidly
  - Total age 65+ population is projected to increase by **38%** between 2020 and 2030
  - The remainder of the population is only projected to grow by **11%** during the same period.

**King County Population by Age Group (estimated & projected), 2010-2040**



Sources: WA Office of Financial Management, 2017; BERK Consulting, 2019.

# Displacement

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**Definition:** A process wherein households are compelled to move from their homes involuntarily due to the termination of their lease, rising housing costs, or other factors.

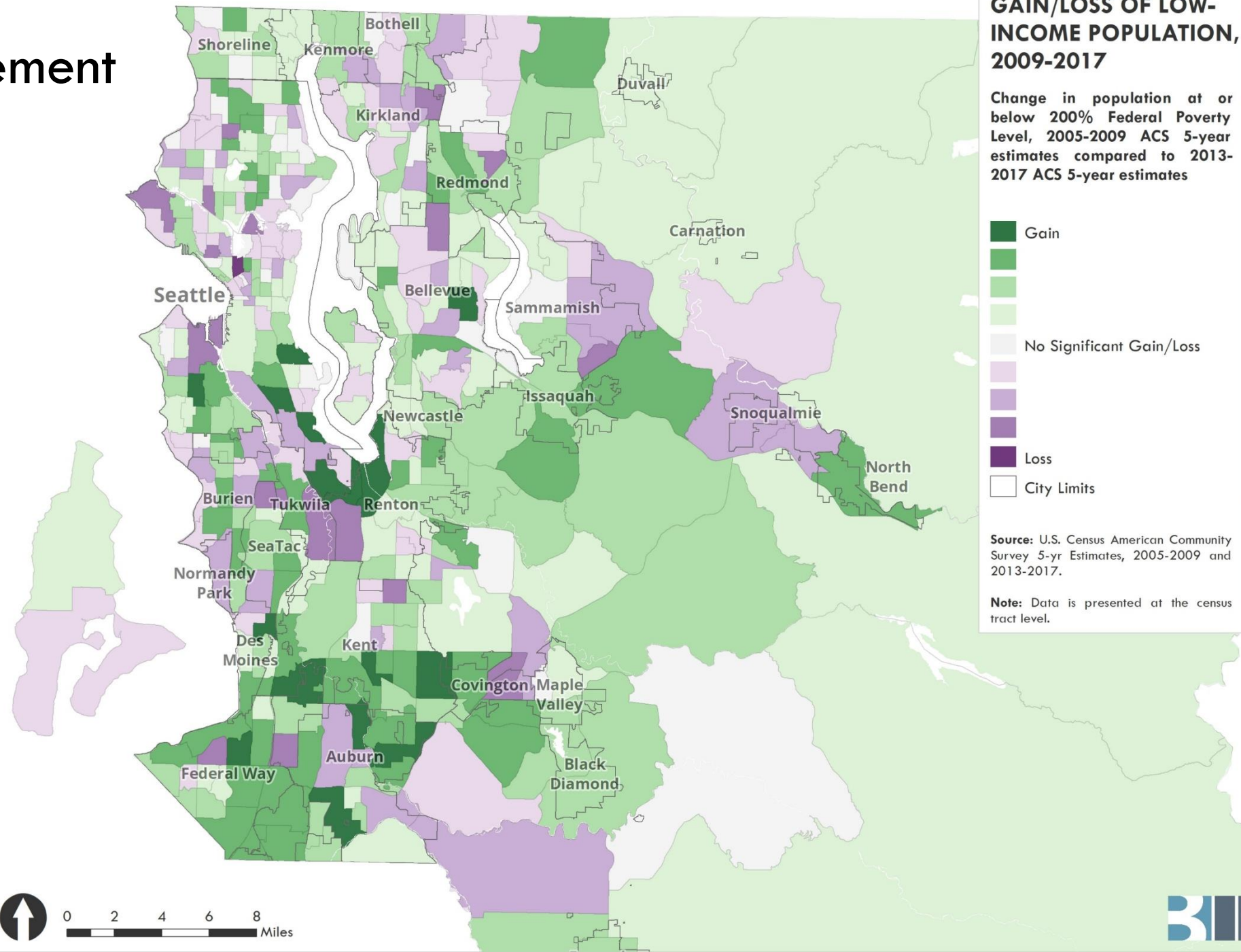
**Three types of displacement are occurring in King County**

<b>Physical Displacement</b>	Displacement as a result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing.
<b>Economic Displacement</b>	Displacement due to inability to afford rising rents or costs of homeownership like property taxes.
<b>Cultural Displacement</b>	Residents are compelled to move because the people and institutions that make up their cultural community have left the area.



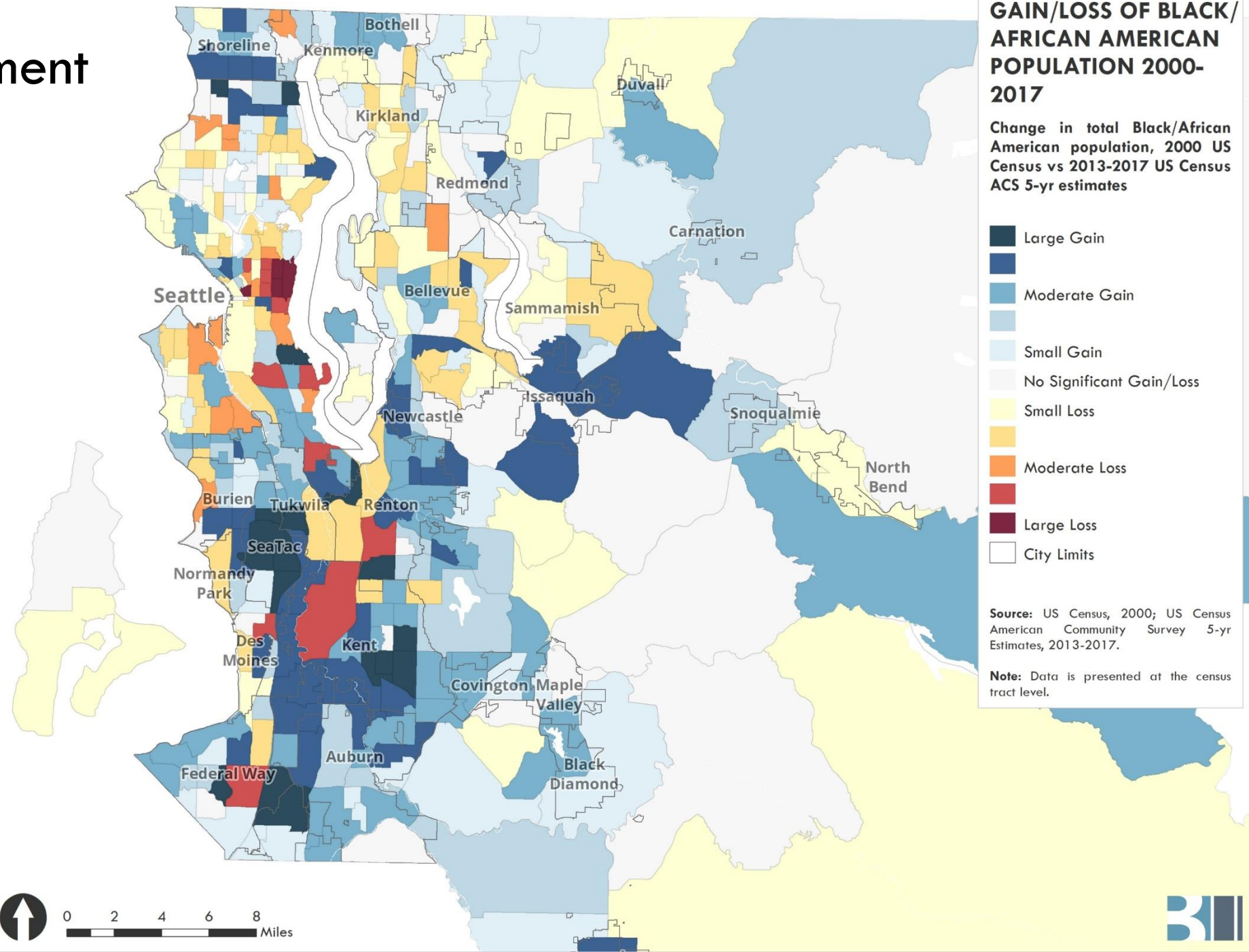
# Economic Displacement

- **Indicator:** Loss of low- and no-income population
- **Biggest losses**
  - South Lake Union
  - Many Seattle neighborhoods
  - Bellevue/Kirkland
  - Tukwila/Renton
- **Biggest gains:**
  - Skyway
  - Renton
  - Kent
  - Des Moines
  - Auburn
  - Federal Way
  - Parts of South Seattle and Bellevue



# Cultural Displacement

- **Indicator:** Loss of Black/African American population
- **Biggest losses:**
  - Central District
  - Pockets of Downtown and South Seattle
  - Pockets of Renton, Kent, and Federal Way
- **Biggest gains:**
  - SeaTac
  - Kent
  - Federal Way
  - Issaquah
  - Shoreline
  - Lake City/Far North Seattle





# Displacement Risk Index

PSRC tool identifies areas at greater risk of displacement based on current neighborhood conditions.

## Socio-demographics

- Race/ethnicity, language, education

## Transportation

- Access to jobs by auto/transit, proximity to transit

## Neighborhood characteristics

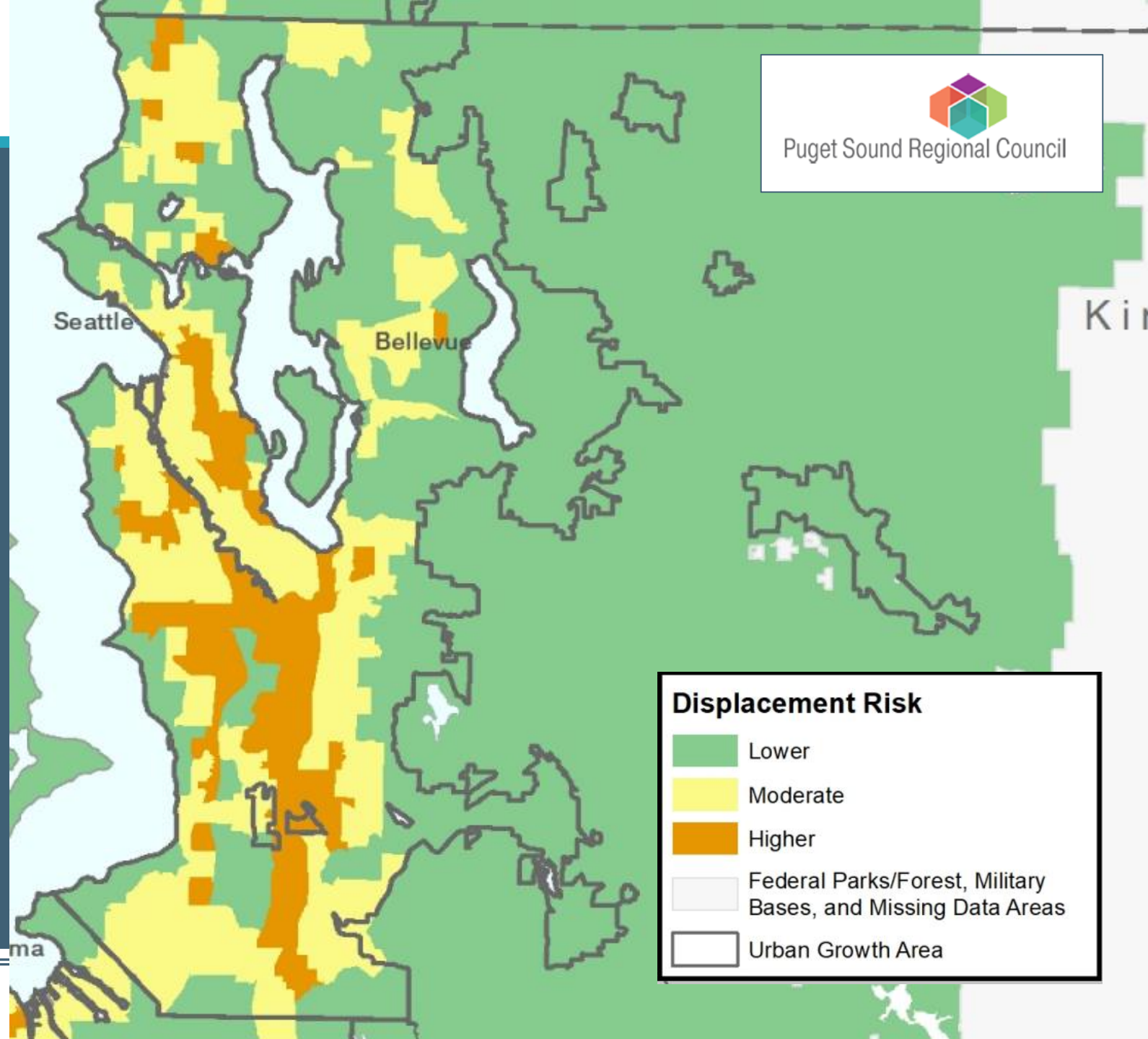
- Proximity to schools, parks, & neighborhood businesses (restaurants, grocery stores, etc.)

## Housing

- Cost-burden, rents, development capacity

## Civic engagement

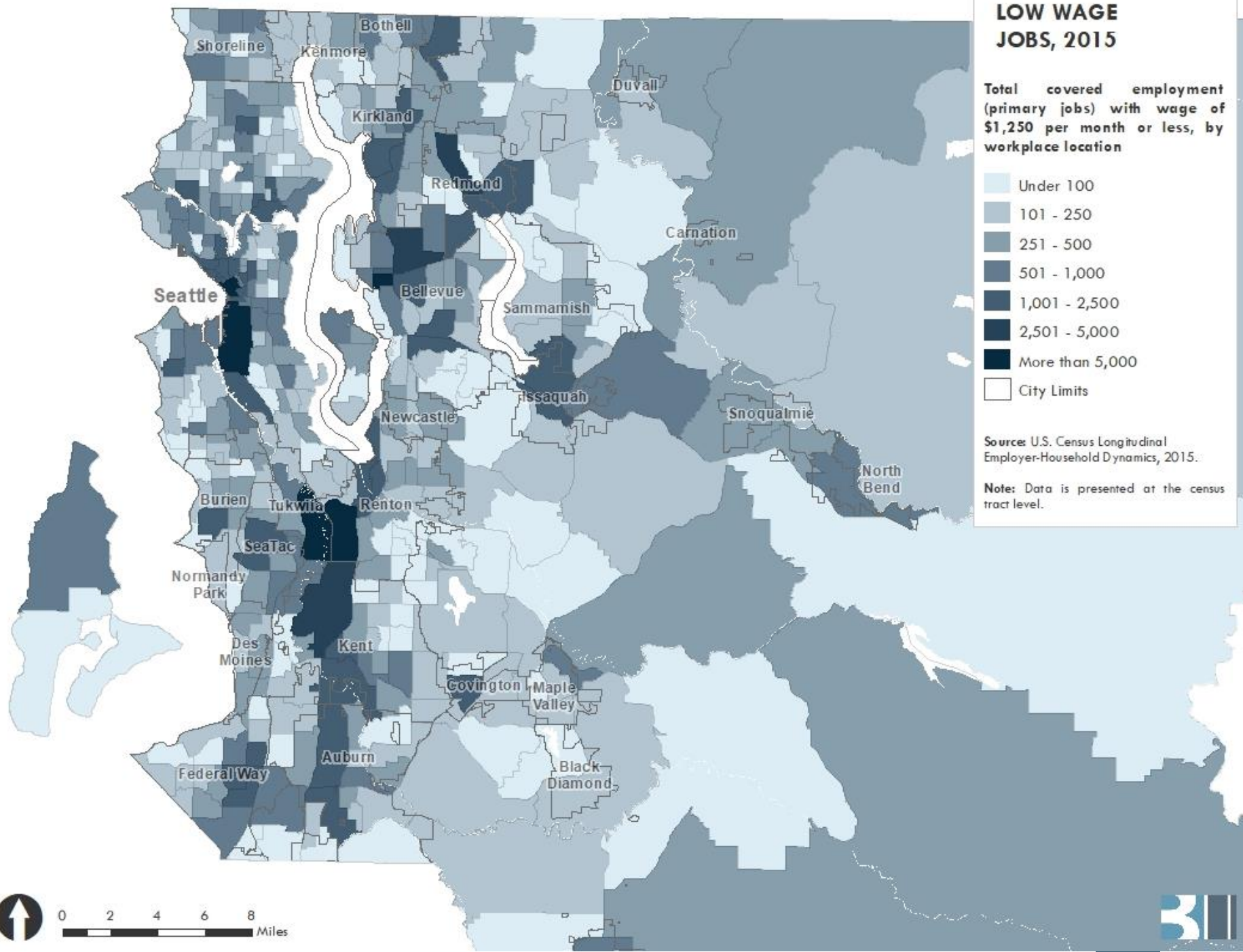
- Voter turnout



# Low Wage Jobs

Many low wage jobs are located far from jobs centers

- Low wage jobs are more likely to be located far from employment centers than higher wage jobs
- These include many retail and service jobs
- These workplace locations are often poorly served by transit

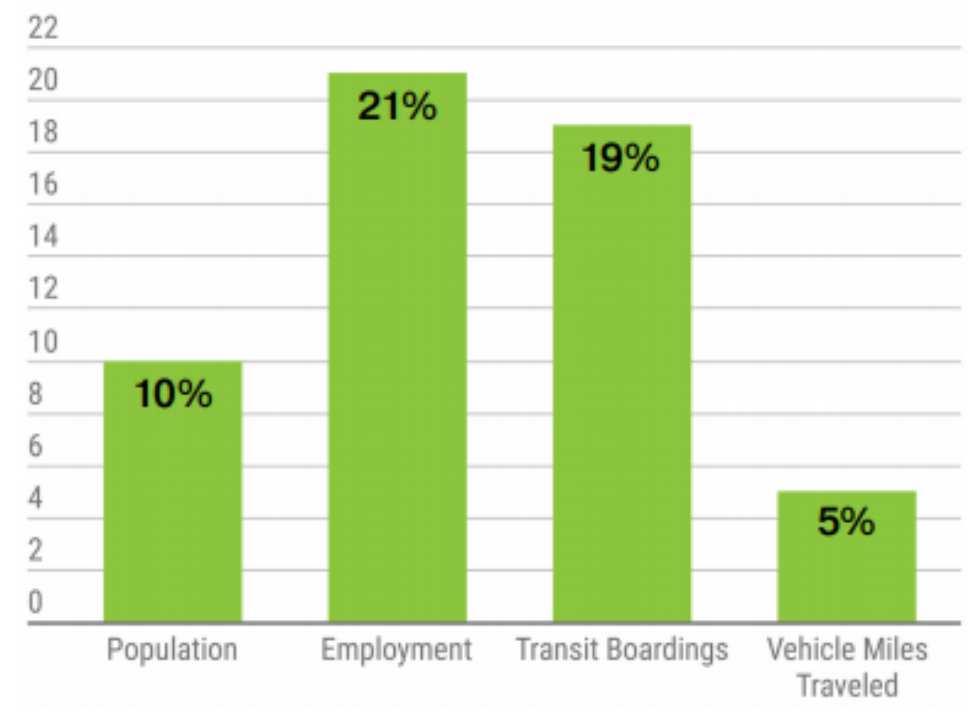




## The Region is Experiencing Substantial Growth

- Regional population has **increased** in the past seven years
- Transit boardings have **increased** more than the population growth
- However, total vehicle miles traveled have **increased**

Population, Employment, Transit Boardings, and Vehicle Miles Traveled, 2010-2017



**Data Sources:**

Transit Boardings: National Transit Database Monthly Adjusted Release, December 2017.

<https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>

Population: OFM, April 1, 2018 Population of Cities, Towns and Counties.

Employment: ESD, WA Employment Estimates (seasonally adjusted) April 2018.

# Transportation's Role in Greenhouse Gas Emissions

## What are Greenhouse Gas Emissions?

- Carbon dioxide and other gasses that can cause the Earth to warm
- Transportation generates over a third of countywide greenhouse gas emissions

## King County Strategic Climate Action Plan

- **Target:** Double transit ridership by 2040
- **Target:** 50% reduction in greenhouse gas emissions by 2030 from 2007 levels
- **Target:** 20% reduction in vehicle miles traveled by 2030 compared to 2012

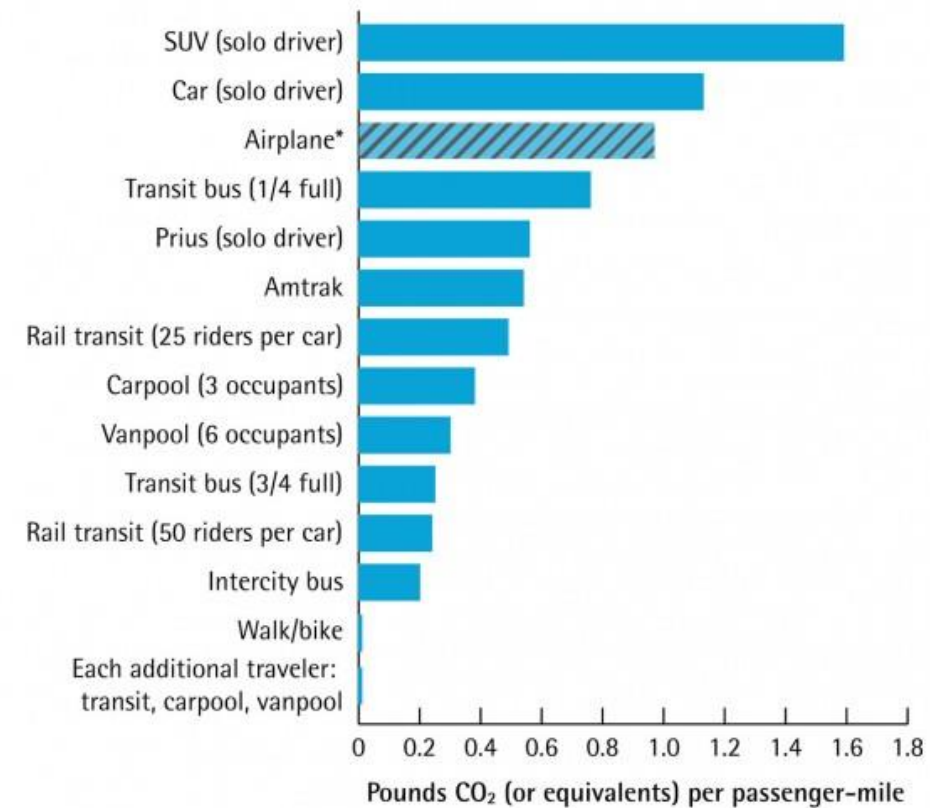
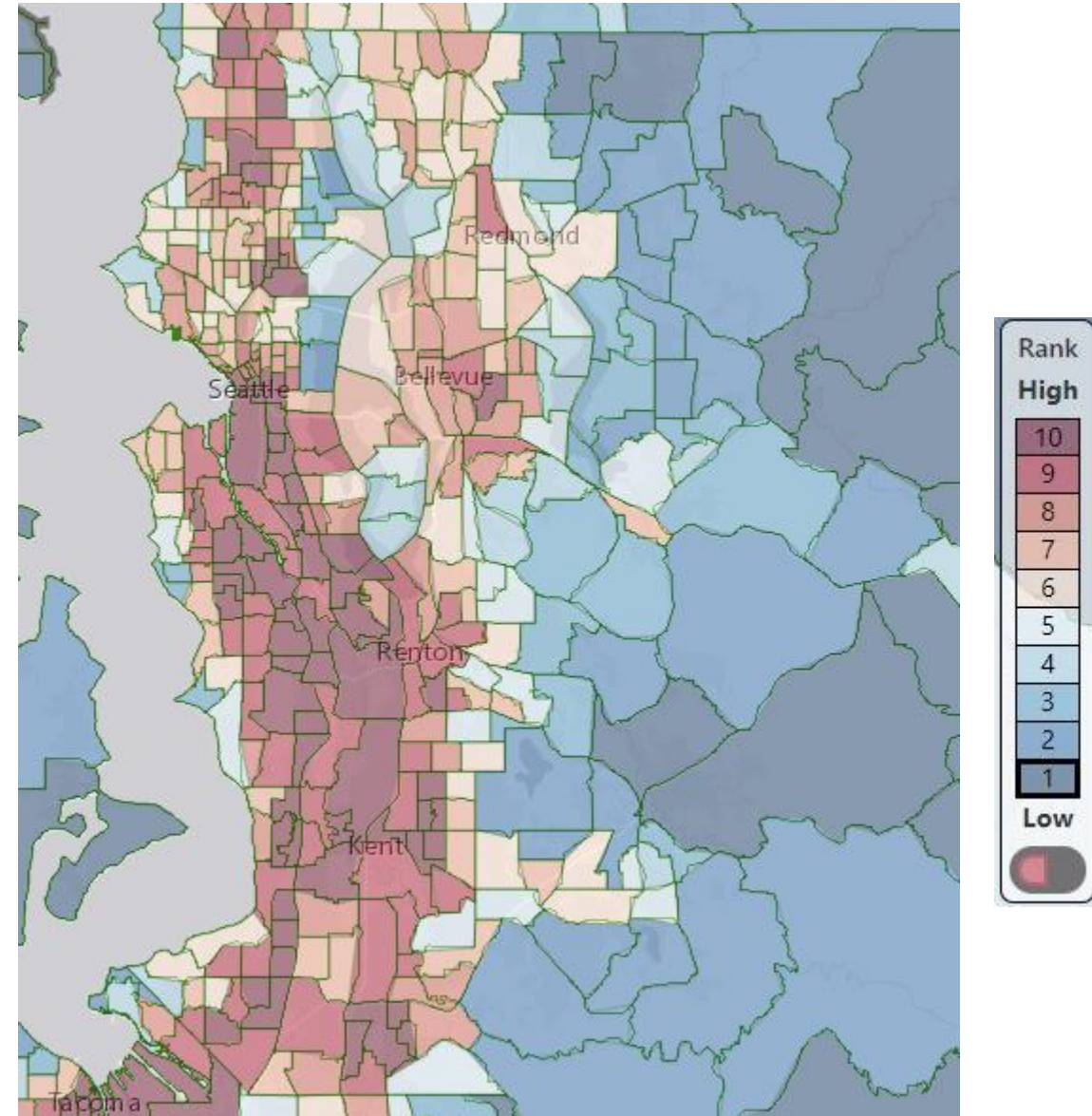


Image source: Sightline Institute

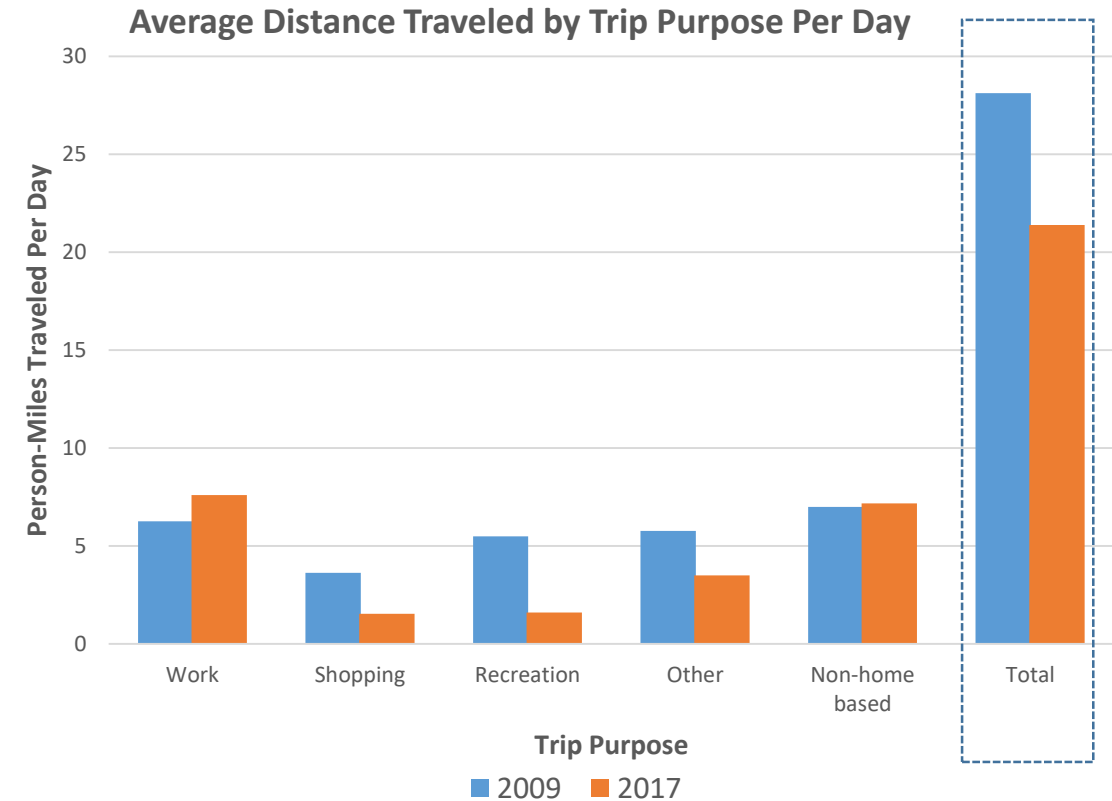
# Disproportionate and Inequitable Impacts to Communities from Pollution

- Highlights disproportionate impact from diesel pollution based on exposure and socio-economic status
- Created by Front and Centered, University of Washington, and Washington Public Health



# People are Traveling Longer on Average for Work but Less Overall Per Day

- People are traveling further (more miles) for work
- Shopping, recreation, and other trip lengths have **decreased**
- Overall per-person miles traveled on weekdays has **decreased**

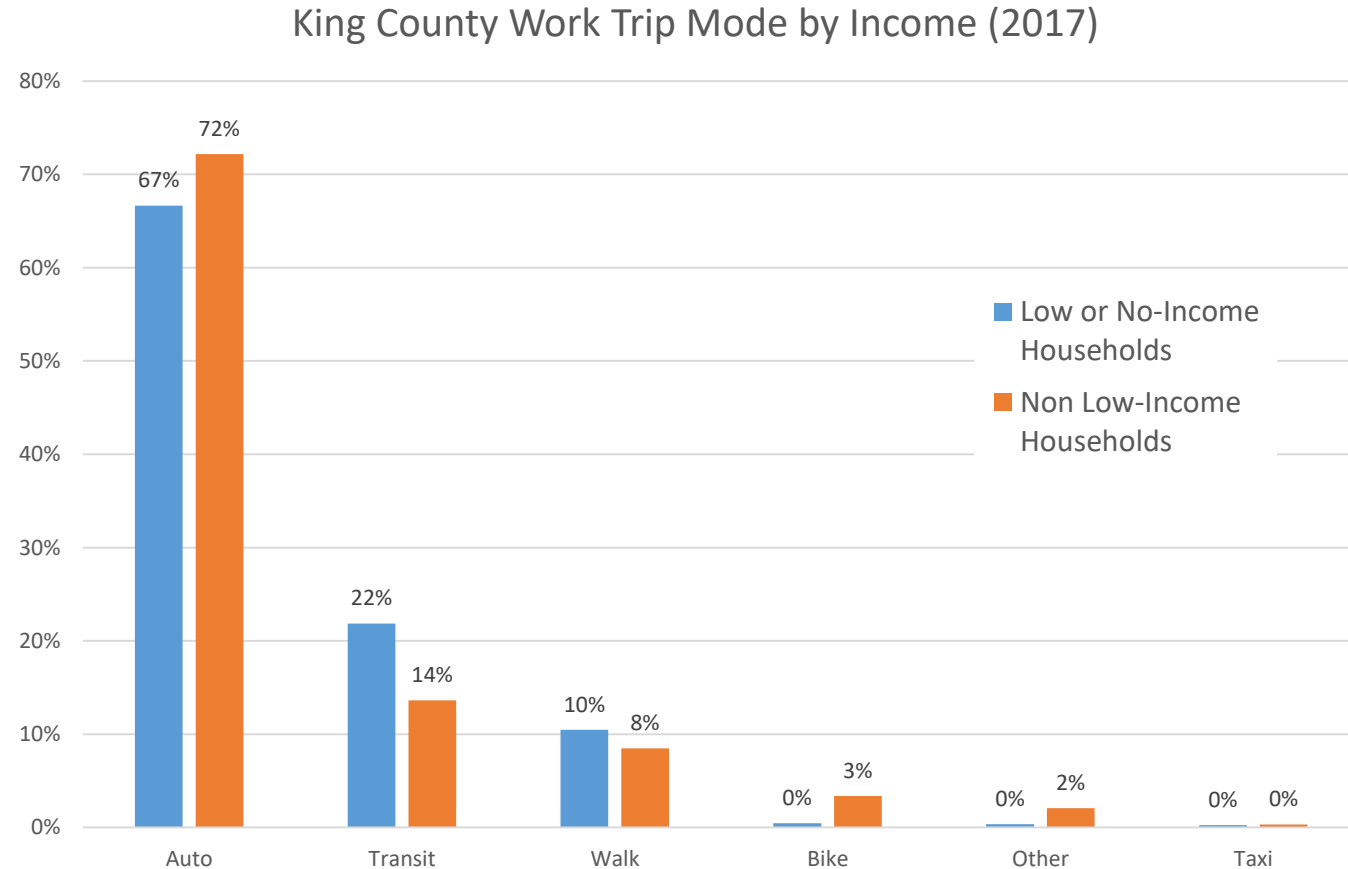


Source: National Household Travel Survey. Seattle-Bellevue-Tacoma Region



# Low and No-Income Households Use Transit More for Work

Low or No-income households (<\$25,000) are **more likely** to use transit and walk for a work trip compared to higher income households

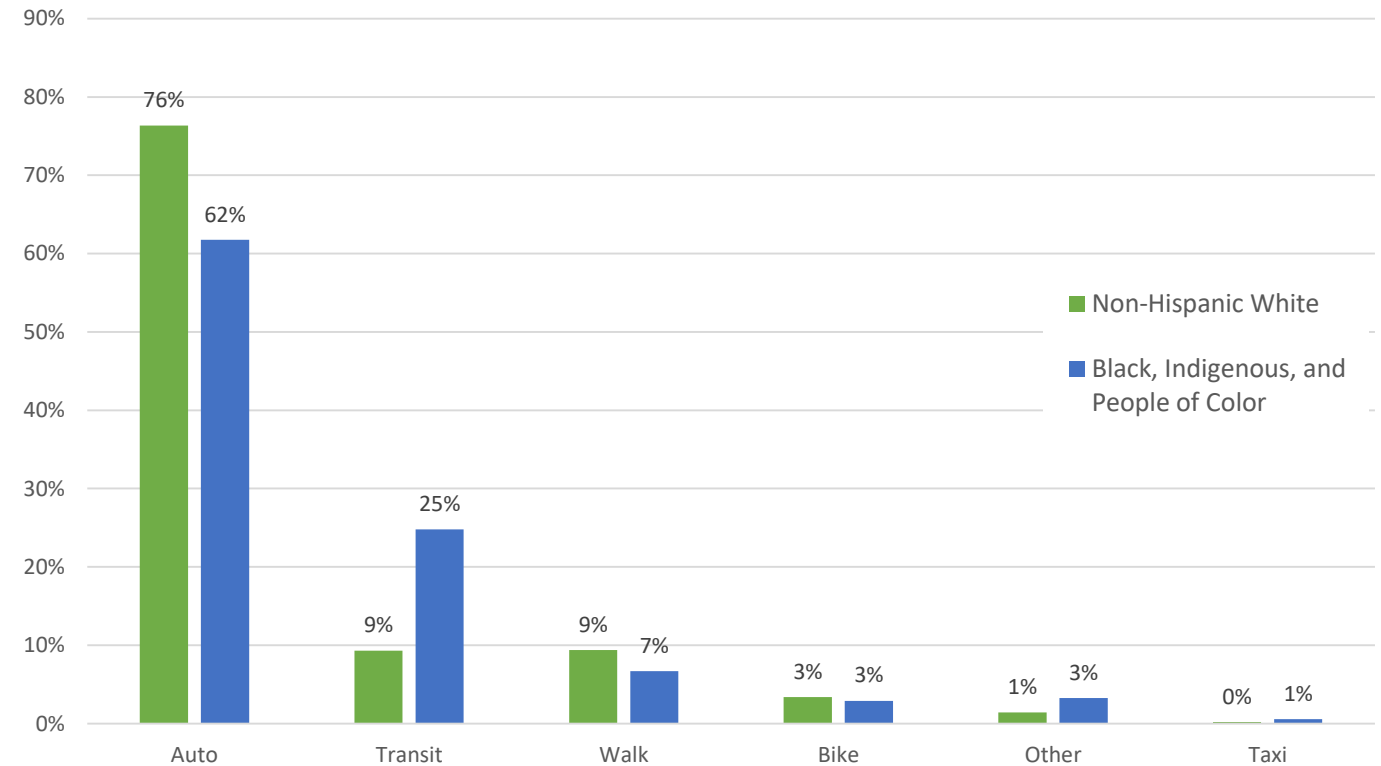


Source: Puget Sound Regional Council Travel Survey, 2017

# Black, Indigenous, and People of Color Use Transit More for Work

Black, Indigenous, and People of Color are **more likely** to use transit for work compared to Non-Hispanic White workers

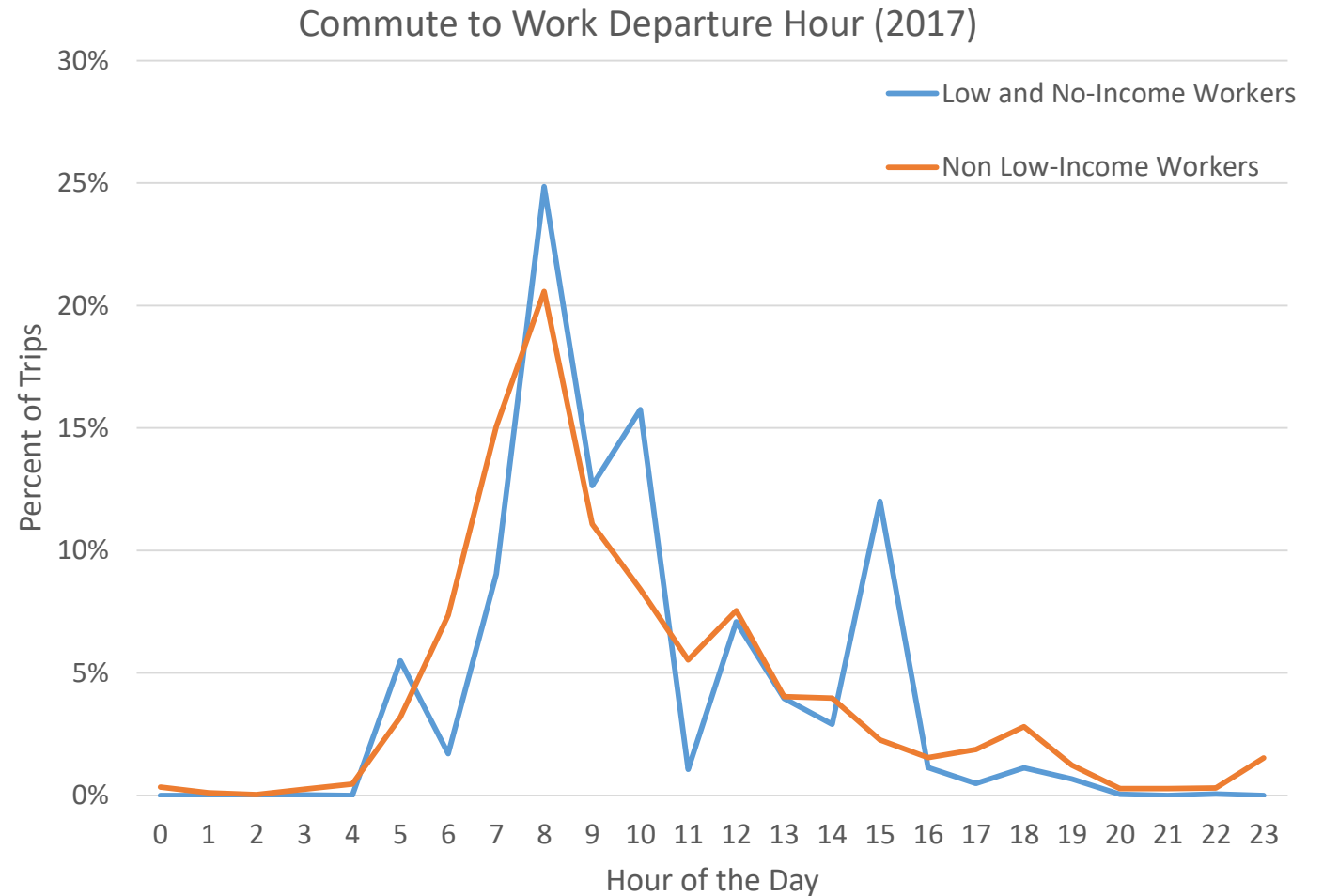
Work Trip Mode by Race/Ethnicity (2017)



Source: Puget Sound Regional Council Travel Survey, 2017

# More Spread Out Time of Travel for Work for Low and No-Income Workers

Low and No-Income workers' work travel is **spread out** more through the day



Source: Puget Sound Regional Council Travel Survey, 2017

## Travel Pattern Key Findings

- Low and No-Income populations and Black, Indigenous, and People of Color in general ride transit more often for work
- The time that low and no-income populations travel to work is more spread throughout the day as compared to the county average
- As communities that use transit more often move or are displaced to areas with less transit, King County Metro should identify new opportunities to best serve these areas

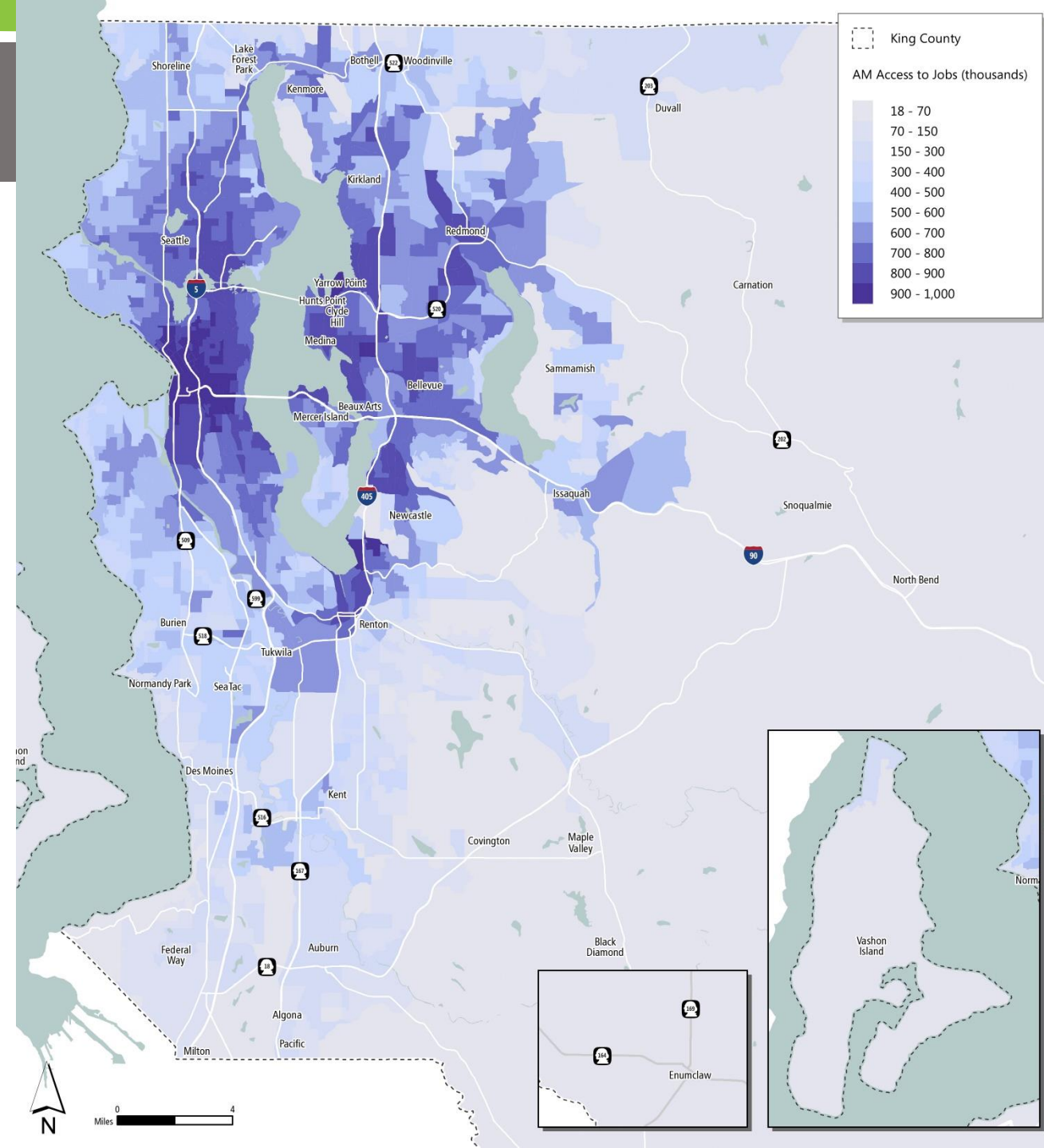
Source: Puget Sound Regional Council Travel Survey, 2017



# Inequitable access to jobs within King County

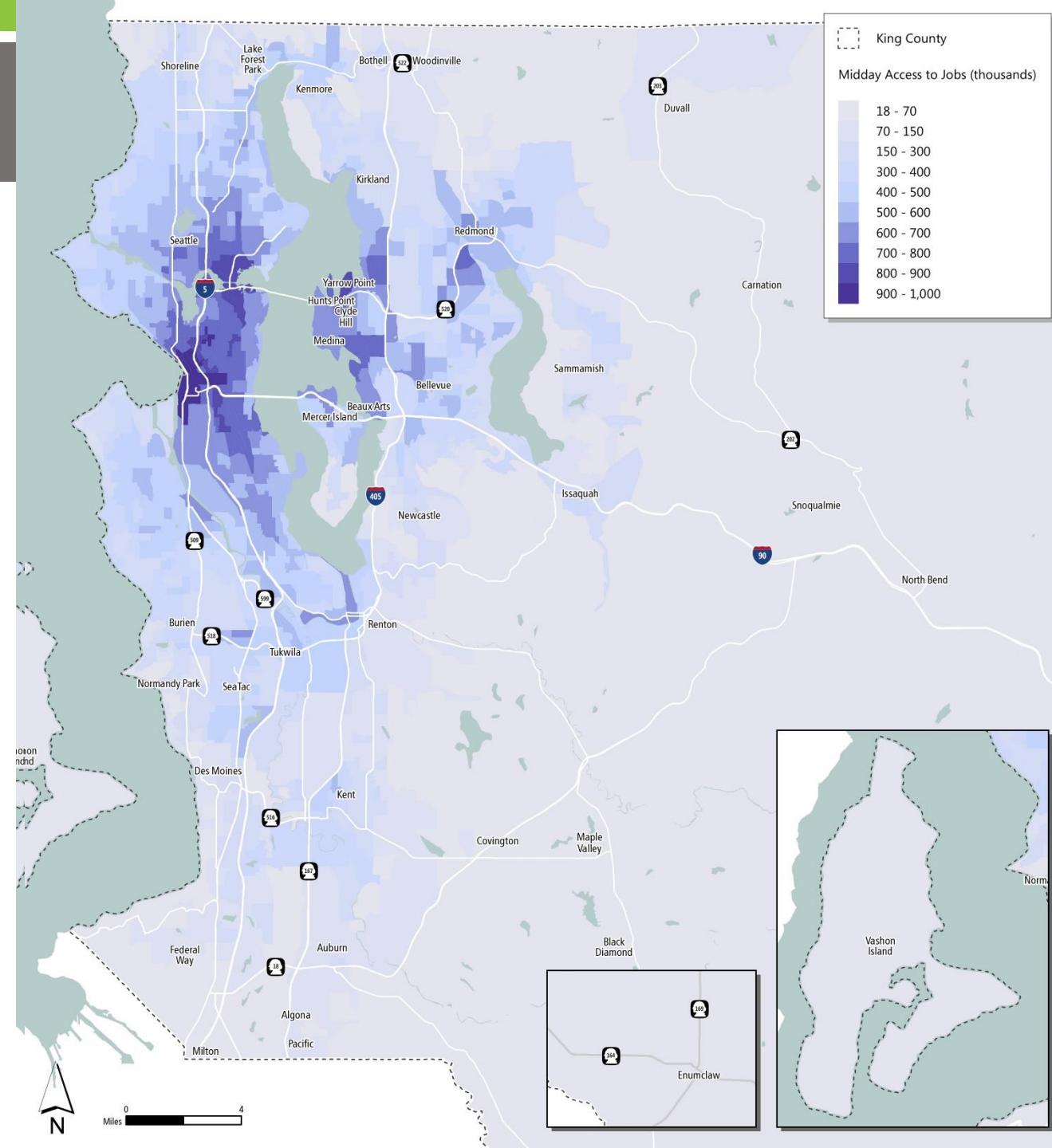
- Number of jobs reachable in 60 minutes using fixed-route transit\* if travelling between **6am and 9am**
- North and East King County have good access compared to South King County

\*All service in the Puget Sound region, including Metro, Sound Transit, and other local transit agencies



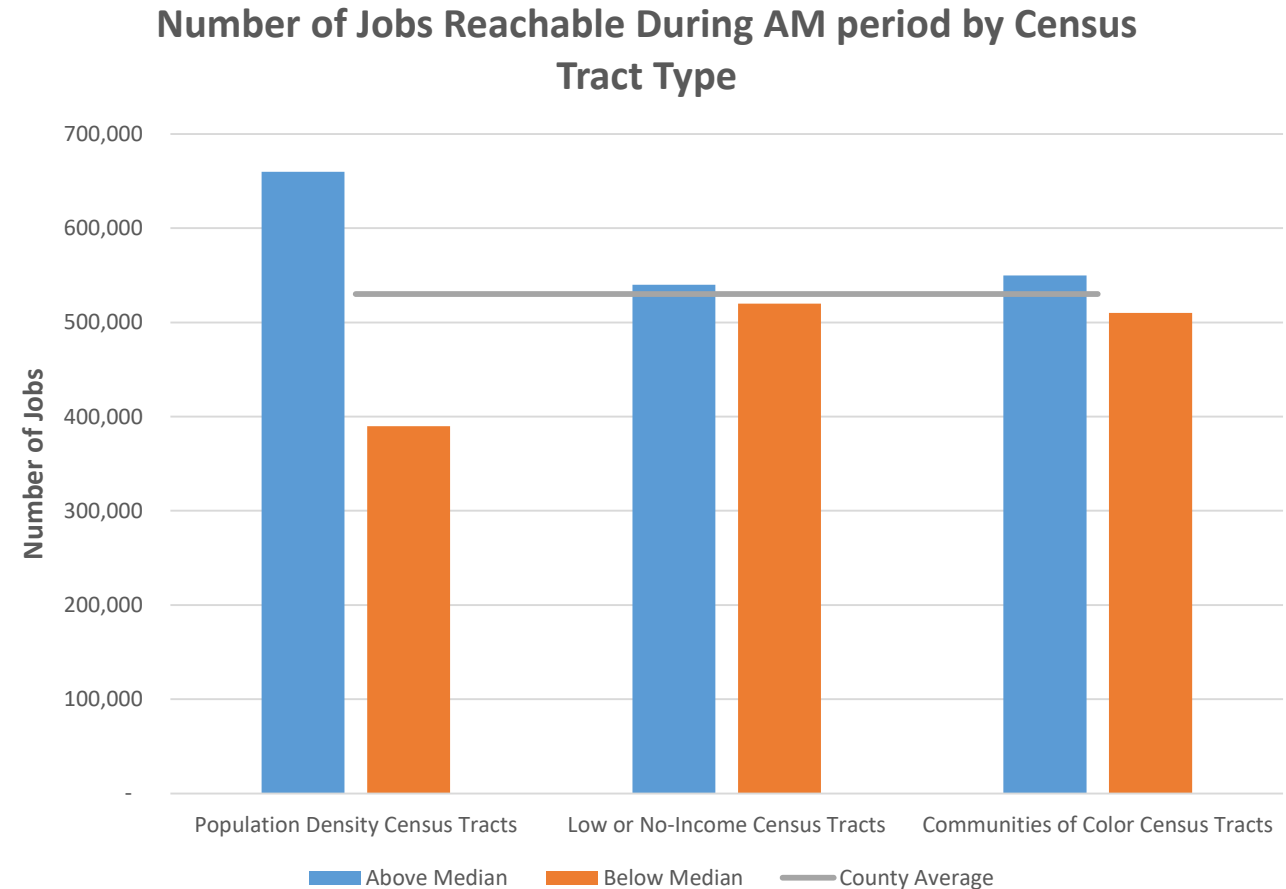
# Inequitable access to jobs within King County

- Number of jobs reachable in 60 minutes using fixed-route transit\* if travelling between **11am and 1pm**
- Substantially less of the county has good access to jobs during the midday as compared to the morning
- On average, 70% fewer jobs are within 60 minutes for all census tracts during midday compared to AM



# Access to Employment Key Findings

- Areas with higher population density generally have more access to jobs
- No difference for census tracts with higher percentages of low or no-income or communities of color



Source: 2015 LEHD , ACS 2017 5yr, Fehr & Peers, 2019

## Key Takeaways from Today

- Populations such as low and no-income households and black, indigenous, and communities of color are getting displaced throughout the county
- Economic and cultural displacement and population growth is likely contributing to an increase in overall travel and greenhouse gas emissions
- These issues require rethinking how transit serves various communities and populations in order to address equity and sustainability objectives



## Discussion Topics

- Initial reactions or conclusions?
- What is missing?
- What data sources or studies are you familiar with that we should be looking at?
- Other considerations in our approach?